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JOINT PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

RAIL FACILITIES AND TRAFFIC IN THE PECHENGA-MURMANSK-KANDALAKSHA AREA

ARMY CIA

[redacted]

HTA/JM-8/58

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RAIL FACILITIES AND TRAFFIC IN THE

PECHENGA-MURMANSK-KANDALAKSHA AREA

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RAIL FACILITIES AND TRAFFIC IN THE PECHENGA-MURMANSK-KANDALAKSHA AREA

Approximately 585 kilometers of rail line in the Pechenga-Murmansk-Kandalaksha area were covered by photography between [redacted] 25X1D

25X1D [redacted] Coverage ranged from excellent to poor for interpretative purposes. Included in this report are the following rail lines, which are shown on the accompanying map.

(1) The northern 246 kilometers of the 278-kilometer Murmansk-Kandalaksha main line.

(2) A new 159-kilometer main line from Kola Junction (near Murmansk) to Pechenga.

(3) A new 45-kilometer main line from Luostari Junction (near Pechenga) to Nikel

(4) A 32-kilometer branch line from Murmansk to Vayenga.

(5) A new 6-kilometer branch line from Olenya to the new Olenya mining complex.

(6) A 33-kilometer branch line from Olenya to the Monchegorsk industrial area.

(7) A 68-kilometer section of a new rail line extending eastward from Apatity to an unknown destination.

The main line from Murmansk to Verkniy Nivastroy, approximately 32 kilometers north of Kandalaksha, and the last visible point on the photography, is a single-track line with passing sidings at frequent intervals. Although the line is reported to be electrified, no conclusive evidence of electrification such as power lines, poles, catenaries, etc., can be detected on the relatively small scale photography. Only Murmansk has rail facilities of major proportions. These facilities are annotated on the accompanying photograph. The numerous small holding yards located at intervals along the main and branch lines are shown on the accompanying map of the area. Tables 1 through 4 tabulate the more than 1,650 cars present in trains or lines of cars.

A running description of rail facilities on the various lines follows. It is arranged to show the location of each facility in relation to an arbitrarily selected point on the line.

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Distance (km)	Facilities
Main Line Between Murmansk and Verkniy Nivastroy (distances are south of Murmansk Passenger Station	
0.0	Murmansk railroad yards and shops, B.E. [redacted] 25X1A shown in detail on accompanying annotated photograph.
11.0	Kola railroad yards, B.E. [redacted] ten tracks wide, maximum length 3100', average usable length 1700'. Two tracks are used for through tracks on main line. One track is a 3,000 foot dead-end spur. Three 1,000-foot spurs serve a fenced warehouse area containing 6 new warehouses 75' x 400' each, with two of the warehouses along each track. One 475-foot team track is at the end of a 650-foot spur. No coaling, water, or repair facilities are noted. Yards include a multistory passenger station, 55' x 75'. 25X1A
12.5	Bridge across Kola River, B.E. [redacted] single track, 4-span, probably half-through steel plate girder, 360-foot span, 360-foot watergap. 25X1A
17.5	Holding yard, across Kola River from Stantsiya Vykhodnoy, five tracks wide, maximum length 2900', average usable length 2600'. New bypass, 7.6 km. long, leads from this yard to the Kola Junction-Pechenga rail line.
22.8	Dead-end loading spur, across Kola River from Kildinstroy, two tracks, maximum length 2000'.
30.0	Shonguy holding yard, four tracks wide, maximum length 1900', average usable length 1650'.
37.0	Three dead-end spurs to mining establishment, maximum length 5500'.
38.0	Passing siding, maximum length 2200'.
47.0	Loparskaya holding yard, three tracks wide, maximum length 2700', average usable length 2200'. Rail spur serves power substation.
54.5	Bridge across Kola River, single track, single span, through-type steel truss, 180-foot span, 180-foot water gap. Filled approaches.

Distance (km)	Facilities
63.0	Kitsa holding yard, three tracks wide, maximum length 2050', average usable length 1700'. Short dead-end spur shown on USAF Aeronautical Approach Chart 51 D III appears to be abandoned.
76.5	Bridge, single track, single span, probably half-through steel plate girder, 90-foot span, 30-foot water gap. Filled approaches.
78.0	Taybola holding yard, four tracks wide, at least 3000' in length. Southern end is obscured by clouds. One dead-end spur 850'.
84.5	Bridge across Orlovka River, B.E. [redacted] single track, probably 2 span, half-through steel plate girder, 140-foot span, 65-foot water gap. 950-foot causeway approach from the south. 25X1A
87.0	Pulozero passing siding, maximum length 3000'.
98.0	Laplandiya passing siding, maximum length 3000'. Two dead-end spurs; one to west (1100') appears new and serves 3 new warehouses; one to east (3400') appears abandoned.
113.0	Olenya railroad station, yards, and shops, B.E. [redacted] Holding yard, seven tracks wide, maximum length 3400', average usable length 2400'. Two tracks used for unloading freight. Three warehouses 25' x 105', 30' x 75', 30' x 150'. Holding yard, three tracks wide, maximum length 1700', average usable length 1400'. One track probably used for passenger station. Probable passenger station, multistory, 35' x 70'. Dead-end spur to power substation, transformer yard, 170' x 580', control building, multistory, 65' x 100'. Dead-end spur to power substation, transformer yard, 170' x 580', control building, multistory, 65' x 100'. Dead-end spur to an unidentified major industry, length 3200'; is under construction. Another rail spur leads to a large new mining and ore processing establishment approximately 6 kilometers WNW of Olenya. From the ore processing plant, numerous spurs lead to the ore fields and waste dumps. 25X1A

Distance (km)	Facilities
113.9	Freight yard, one dead-end rip track 650'. One dead-end team track 950'. One dead-end spur (1000') to warehouse, 45' x 350'. One dead-end spur (2800') to five warehouses, 65' x 105', 55' x 115', 30' x 70', 55' x 140', and 45' x 255'.
114.0	New spur under construction to new Olenya airfield. Total length approximately 14 kilometers.
114.1 to 119.0	New road bed alignment. Old road bed abandoned. Evidences of a former railroad can be followed sporadically as far south as Imandra (149 km).
117.0	Two parallel bridges, 50' apart. Main line bridge is single track, single span, through-type steel truss, 100-foot span, 100-foot water gap. Filled approaches. Other bridge on spur to Olenya airfield is single track, 3-span, probably half-through steel plate girder, 140-foot span, 100-foot water gap. Filled approaches.
122.8	Yagelnyy Bor passing siding, maximum length 2150'.
130.2	Bridge, single track, 2-span, probably half-through steel plate girder, 115-foot span, 85-foot water gap. Long causeway approach on each end.
131.3	Kuna holding yard, three tracks wide, maximum length 3700', average usable length 2900'. Possible new spur (1000') under construction to unidentified clearing in wooded area.
138.0	Rudnyy passing siding, maximum length 2050'.
139.0	Bridge, single track, single span, through-type steel truss, 150-foot span, 150-foot water gap. Filled approaches.
149.0	Imandra holding yard, five tracks wide, maximum length 3050', average usable length 2150'. Turning wye, average usable length 370'. One dead-end spur with connection to turning wye 4000'. Locomotive maintenance building (possibly minor repairs) 55' x 140' with through-track. Passenger station L-shaped 25' x 60' and 25' x 25'. Dead-end spur to power sub-station, transformer yard, 160' x 360', control house 55' x 100'.

Distance (km)	Facilities
151.0	Bridge across Ruchey River, single track, 2-span, probably half-through steel plate girder, 130-foot span, 100-foot water gap.
160.0	Nefelinovyye Peski passing siding, maximum length 1850'.
169.0	Khibiny passing siding, maximum length 2700'.
184.0	Apatity. Only the northern end of marshalling yard is unobscured by clouds. At least 7 tracks are visible. Six of these tracks are filled with freight cars. There are numerous spurs to industrial plants. Haze, obliquity, and lack of stereo coverage preclude detailed interpretation.
201.0	Pitkul holding yard, (number of tracks not discernible), maximum length approximately 1800', average usable length approximately 1000'. Dead-end spur (1350') to small secured area with a few unidentified cars on spur. Haze, obliquity, and lack of stereo coverage preclude detailed interpretation.
221.0	Khabozero. Possible holding yard or passing siding. No cars visible. Haze, obliquity, and lack of stereo coverage preclude detailed interpretation. Route of railroad traceable to crossing over Niva River at Verkhniy Nivastroy where the image fades into the haze on the far oblique.

Main Line from Kola Junction (near Murmansk) to Pechenga (distances are northwest from Kola Junction).

	This line traverses extremely difficult terrain as evidenced by an unusually large number of fills and cuts along the entire route. In crossing most streams, fills and culverts are used instead of bridges. No evidence of electrification of this line could be detected. No rail connection exists between Murmansk and Polyarnyy.
1.5	Bridge across Kola River, B.E. [redacted] single track, 2-span through-type steel trestle, 245-foot span, 160-foot water gap. Filled approaches. This is a new bridge approximately 200' upstream from former bridge. 25X1A
6.3	New bypass spur to Murmansk-Kandalaksha main line approximately 7.6 kilometers in length.
11.9	Dead-end spur 1700' long serves transformer yard and hydroelectric power plant.

Distance (km)	Facilities
12.5	Murmashi holding yard, five tracks wide, maximum length 3000', average usable length 2700'. One track used for freight loading. Six freight warehouses 55' x 95', and five 65' x 160'. One dead-end spur 3800'. One dead-end spur 550'. One dead-end spur 375'. There is no evidence of a railroad extending from Murmashi to Restikente as shown on numerous maps.
13.8	Bridge across Tuloma River, (from south bank to island), single track, single span, through-type steel truss, 330-foot span, 270-foot water gap. Filled approaches.
14.5	Bridge across Tuloma River, (from island to north bank), single track, 3-span, possible steel cantilever truss. Total span 820' (center span 310', end spans 255' each), 680-foot water gap. Filled approaches.
15.0	Along the north bank of Tuloma River, opposite Murmashi, is a dead-end spur 5300' in length. On this spur are two holding yards: one, four tracks, maximum length 1200', average usable length 850'; the other, at least nine tracks wide, maximum length 1700', average usable length 800'. Dead-end spur into secured area 1000'. Freight warehouse, 25' x 140'. Car repair shed 55' x 110' with one track entering building. Turning wye, usable length 160'.
16.3	Another spur (4300') on main line leads to the 5300-foot spur opposite Murmashi.
39.0	Ozero Peyve holding yard, four tracks wide, maximum length 5200', average usable length 4800'. Dead-end spur 1000'.
41.7	Spur to new airfield at 69° 06' N, 31° 25' E. Total length 15 kilometers.
63.0 to 88.0	This portion of rail line covered only by extremely small scale tracker photography which precludes detailed interpretation.
113.0	Passing siding, maximum length 1400'. Possible spur under construction to new airfield under construction at 69° 15'N, 31° 12'E.

Distance (km)	Facilities
114.0	Bridge across Titovka River, single track, single span, through-type steel truss, 140-foot span, 140-foot water gap. Filled approaches.
133.0	Luostari Junction, 45-kilometer line from Nikel joins main Kola Junction-Pechenga line. Holding yard, four tracks wide, maximum length 3300', average usable length 3000'. One track used for open storage. Turning loop with total length of 8000'.
147.0	Holding yard, under construction, two tracks completed, maximum length 3300', average usable length 2800'. Space for at least four more tracks now being graded.
147.8	Spur with turning wye. Usable length of wye 110' Probable locomotive repair shop, multistory, 55' x 105', with one track entering building. Probable car repair shop, single story, 55' x 75', with possibly one track entering building. Water tank 35 feet in diameter. Evidence of fence being constructed around area.
148.0	Holding yard, (across Pechenga River from Kunnallizkoti) four tracks wide, maximum length 4100', average usable length 3400'. Dead-end spur (530') to one freight warehouse 55' x 100'. Passenger station, multistory, 45' x 105'.
149.6	Bridge across Pechenga River, single track, 5-span, half-through steel plate girder, 425-foot span, 220-foot water gap. Filled approaches.
155.0	Pechenga. No rail facilities in town proper.
159.0	End of rail line construction, near Trifona. A short distance of clearing indicates the alignment of a new rail extension will be toward the northwest from Trifona and probably will curve along the eastern shore of Ozero Trifona-Yari to Liinakhamari. Construction of railroad bridge across Trifonov River has not yet begun. Southern approaches to bridge are in preliminary stages of grading, northern approaches have not yet been started. No spur to Trifona is evident.

Distance (km)	Facilities
Main Line from Luostari Junction to Nikel (distances are west from Luostari Junction	
2.3	Bridge across Lomima River, single track, single span, through-type steel truss, 200-foot span, 45-foot water gap. Filled approaches.
4.8	Bridge across Pechenga River, single track, single span, through-type steel truss, 190-foot span, 110-foot water gap. Filled approaches.
5.3	Kolttakyula, dead-end spur (4300') serves Pechenga airfield. Two single-story warehouses, 35' x 115', 45' x 125'.
5.5	Holding siding, two tracks wide, maximum length 6900'. One track used for mainline traffic.
14.0	Holding yard, five tracks wide, maximum length 3800', average usable length 3500'. Dead-end storage yard, three tracks wide, maximum length 1200'. Three single-story warehouses, 30' x 140', 30' x 85', 30' x 75'. Possible passenger station, multistory, 55' x 75'. Turning wye, usable length 280'. Spur to mining establishment near Pilguyarven, total length approximately 9 kilometers. This spur has a switch back with a maximum usable length of 570'. Several dead-end spurs lead from this main spur to mines and waste dumps.
15.7	Dead-end spur serving new industrial plant is under construction, maximum length 2600'. Another dead-end spur leads from main spur to another plant under construction. Total length 4400' with switchback having usable length of 500'.
15.8	Dead-end storage yard, two tracks wide, maximum length 600'.
45.0	Nikel holding yard, (number of tracks not discernible), approximately 3000'. Haze, and extreme obliquity preclude detailed interpretation.

Distance (km)	Facilities
Branch Line from Murmansk to Vayenga (distances are north from Murmansk Passenger Station)	
3.0	Two dead-end spurs. One serving Rosta shipyard and port area has numerous spurs to several wharves and warehouses and has a maximum length of 4.8 kilometers. The other spur (maximum length 3.0 kilometers) serves Rosta Petroleum storage depot.
6.1	Rosta holding yard, three tracks wide, maximum length 2650', average usable length 2350', dead-end spur, 1150'.
15.7	Overpass bridge over major highway, single track, single span, half-through steel plate girder, 70-foot span. Filled approaches.
17.5	Freight siding, maximum length 2650'. Covered loading platform 20' x 470' along siding. One dead-end spur 200'.
22.0	Freight siding, maximum length 800'. Possible open storage along siding.
22.5	Passing siding, maximum length 2700'.
29.6	Vayenga holding yard, three tracks wide, maximum length 3600', average usable length 3400'. Two freight sheds, 55' x 225' and 45' x 200'. Turning wye, average usable length 235'. Dead-end spur to POL storage depot 7800'.
30.6	Freight siding, two tracks wide, maximum length 1700'. Ten single-story warehouses, 55' x 345', 45' x 110', 45' x 195', 45' x 220', 45' x 140', 45' x 275' two 50' x 110', and two 65' x 250'.
31.5	Holding yard on 7000' dead-end spur, two tracks wide. Yard still under construction. Will serve suspected guided missile launching site nearby.

Distance (km)	Facilities
Branch Line from Olenya to New Olenya Mining Complex (distances are west-northwest from Olenya Passenger Station	
2.5	Holding yard, three tracks wide, maximum length 1800', average usable length 1400'.
5.5	Holding yard, four tracks wide, maximum length 2700', average usable length 2200'. One track used for loading ore. Holding yard, five tracks wide, maximum length 1300', average length 800'. One track used for unloading ore.
6.0	Car storage yard, eight tracks wide, maximum length 600', average usable length 400'. Car repair building, multistory, 160' x 190'. Six tracks enter building.
Branch Line from Olenya to Monchegorsk (distances are southwest from Olenya Passenger Station	
15.0	Passing siding, maximum length 2300'.
25.0	Bypass siding, maximum length 3600', with two dead-end spurs to POL storage depot at Monchegorsk Airfield, each approximately 1300' long.
27.5	Bridge, single track, single span, half-through steel plate girder, 95-foot span, 30-foot water gap. Filled approaches. This appears to be a bypass bridge parallel to the original bridge which was either destroyed and abandoned or which is now in an early stage of reconstruction.
29.0	Bridge, single track, 3-span, half-through steel plate girder, 200-foot span, 160-foot water gap. Filled approaches. A possible parallel bridge is in an early stage of construction.
30.0	Holding yard, possibly four tracks wide, maximum length 2500', average usable length 2800'. Two possible warehouses, 55' x 160' and 35' x 100'. Image on far oblique.
31.0	Turning wye. Turning length is unlimited since one spur of the wye leads to Sotsgorod and the other spur to the mining complex at Malaya Kamushnaya. Image on far oblique.

Distance (km)	Facilties
33.5	Malaya Kamushmya, possible holding yard obscured by smoke. Numerous spurs to mining complex.

Branch Line from Apatity to Kirovsk and to unknown destination east of Titan

Partial cloud cover, obliquity and lack of stereo-coverage preclude detailed interpretation of most of this line, and especially in the vicinity of Kirovsk. However, one steam locomotive pulling a line of probable box cars 1020 feet in length is noted on a new railroad immediately east of Titan. Direction and speed of movement could not be determined since this train appeared only on one print. This new single-tracked line is traceable eastward from Titan for a distance of approximately 55 kilometers before the image fades into complete cloud cover. Approximately 43 kilometers east of Titan the line divides; one branch going north and the other branch going northeast.

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KEY TO ANNOTATIONS, MURMANSK FACILITIES

1. Control towers, approximately 15' by 15'.

2. Freight sheds, all single story, three 65' x 95', one 45' x 105', one 25' x 70', one 25' x 95', five 45' x 55', and one 55' x 120'.

3. Holding yard, 21 tracks wide, maximum length 3000', average usable length 2200'. One track is used for icing facilities, 2 tracks for loading platform, 5 tracks for sidings to warehouses, [redacted] 25X1B

25X1B [redacted]

4. Turntable, 75' in diameter.

5. Trans-shipment shed, single story, 55' x 340'.

6. Ice storage area, maximum dimensions 110' x 1150'. Dimensions of pile of ice at time of photography, 90' x 220'.

7. Loading platform, lenticular-shaped, maximum dimensions, 40' x 415'.

8. Holding yard for passenger cars, five tracks wide, maximum length 1300', average usable length 900'. One track is used for icing facilities.

9. Locomotive repair shops, four multistory buildings, two of which are probable electric locomotive repair shops with unvented roofs. Building, 80' x 170', has four tracks entering it. Immediately to the rear of this building (but not attached thereto) is another building, 75' x 160', whose roof has recently undergone major repairs or new construction. Tracks to this building are not visible. Another building, 55' x 170', with large roof vents is attached to the first building by a narrow covered passageway. This is probably the steam locomotive repair shops. Two tracks enter this building. Also near the first building is a small building, 35' x 55', probably used for administrative purposes.

10. Possible water tower, 15' in diameter.

11. Freight yard, three tracks wide. Fenced, rectangular-shaped yard, approximately 200' x 1000'. Warehouses, single story, one 40' x 230' and one 25' 110'. Loading platform, 20' x 320'.

12. Elevated passenger walkway, approximately [redacted] 25X1D

13. Passenger platform, approximately 1100' long.

14. Murmansk passenger station, trapezoidal-shaped, multistory building, 85' x 155'.

15. Probable control tower and waiting/baggage room. Multistory building, 45' x 55'

16. Holding yard, eight tracks wide, maximum length 3400', average usable length 2800'. One track is used for passenger station.

KEY TO ANNOTATIONS, MURMANSK FACILITIES
(con't)

17. Car repair shops, multisectional, multistory. One section, 90' x 140', with 3 tracks entering. Another section, 90' x 140', with 4 through tracks. One section, 55' x 100', is probably used for storage. One single-story building, 40' x 160', is probably used for storage. The entire area is enclosed by fence.

18. Bypass yard, three tracks wide, maximum length 2800', average usable length 2100'. One track is used for passenger station.

19. Dead-end spur serving thermal electric power plant, usable length 850'.

20. Dead-end spur serving storage warehouse and small industrial area, usable length 2500'.

TABLE 1. Trains Outside of Rail Yards in the Pechenga-Murmansk-Kandalaksha Area

Distance (km)	Direction of Movement	Speed (km/hr)	Length (feet)	Total Cars	2-Axle Cars	4-Axle Cars	Locomotives
Murmansk-Kandalaksha Rail Line							
From Murmansk Pass. Station							
6.6	South	57	940	12	-	12 Passenger	1 Prob Elec.
55.0	North	75	940	12	-	12 Passenger	2-Unit Elec.
Kola Junction - Pechenga Rail Line							
From Kola Junction							
114.0	West	35	1050	22	-	7 Gondola-empty 3 Gondola-loaded 12 Unidentified*	1 Steam
150.2	East	0	980	25	-	19 Hopper-empty 6 Flat-loaded	1 Steam
Luostari Junction-Nikel Rail Line							
From Luostari Junction							
32.5	West	12	940	*	*	*	1 Steam
Murmansk-Vayenga Rail Line							
From Murmansk Pass. Station							
4.4	North	9	620	16	2 Box 4 Gondola-loaded	1 Hopper-empty 1 Hopper-loaded 1 Gondola-loaded 6 Box 1 Tank	1 Steam
Olenya-Monchegorsk Branch Line							
From Olenya							
11.6	North	52	550	14	5 Box-poss Refrig 2 Box	5 Box-poss Refrig. 2 Box	1 Steam
Apatity-Unknown destination east of Titan							
From Apatity							
13.0	Prob. East	*	1020	*	-	-	1 Steam

* Detailed interpretation precluded by smoke, haze, obliquity, or lack of stereo cover.

Table 2. Trains and Lines of Cars in Rail Yards in the Pechenga-Murmansk-Kandalaksha Area

Yard and Location (km)	Length (feet)	Total Cars	2-Axle Cars	4-Axle Cars	Locomotives
			Murmansk-Kandalaksha Rail Line		
From Murmansk Passenger Station					
Murmansk Yards 0.0					
	1050	28	3 Flat-prob empty 14 Flat-loaded	1 Box 3 Flat-empty 3 Gondola-empty 4 Gondola-loaded	None
	800	18	-	18 Box	None
	1540	43	26 Gondola-loaded	17 Gondola-loaded	None
	1050	28	13 Gondola-loaded	15 Gondola-loaded	None
	1175	29	12 Gondola-empty 1 Box	1 Gondola-empty 11 Box 1 Hopper-empty 3 Hopper-loaded	None
	720	9	-	9 Passenger	None
	1000	23	3 Box 1 Gondola-empty	6 Gondola-empty 10 Gondola-loaded 3 Box	
	515	12	3 Gondola-loaded	9 Gondola-loaded	None
	830	20	8 Gondola-loaded	8 Gondola-loaded 4 Tank	None
	1050	23	15 Gondola-loaded	7 Gondola-loaded 1 Gondola-empty	None
	795	10	-	10 Passenger	None
	795	10	-	10 Passenger	1 Electric moving north 2 km/hr
	440	9	4 Gondola-loaded	4 Poss Passenger 1 Gondola-loaded	1 Prob Electric, moving north 8 km/hr

Table 2. Trains and Lines of Cars in Rail Yards in the Pechenga-Murmansk-Kandalaksha Area (cont'd)

Yards and Location (km)	Length (feet)	Total Cars	2-Axle Cars	4-Axle Cars	Locomotives
			Murmansk-Kandalaksha Rail Line (cont'd)		
	*	*	-		1 Steam, moving north 20 km/hr
Kola Yards 11.0					
	1650	38	16 Box	22 Box	None
	980	28	23 Flat-empty 3 Box	2 Box	None
	1475	39	12 Box 1 Flat-empty	10 Box 16 Gondola-empty	None
	1150	31	13 Box 2 Gondola-empty	2 Gondola-empty 4 Box 10 Flat-empty	None
	970	22	3 Box	18 Box 1 Flat-empty	None
	770	18	4 Box	14 Box	1 Steam
	1070	26	7 Box	12 Box 7 Flat-empty	
	280	7	3 Box	4 Box	None
	890	20	6 Box	14 Box	None
Holding Yard 17.5					
	1450	39	20 Box 2 Gondola-loaded	13 Box 4 Gondola-loaded	None
	1180	29	12 Gondola-loaded	17 Gondola-loaded	None
	720	20	17 Gondola-loaded	3 Gondola-loaded	None
Kildinstroy 22.8					
	830	20	9 Gondola-loaded	11 Gondola-loaded	None

Table 2. Trains and Lines of Cars in Rail Yards in the Pechenga-Murmansk-Kandalaksha Area (cont'd)

Yards and Location (km)	Length (feet)	Total Cars	2-Axle Cars	4-Axle Cars	Locomotives
Shoguy 30.0					
	590	13	2 Gondola-empty 3 Gondola-loaded	2 Gondola-loaded 3 Tank 3 Flat-loaded	None
	450	10	-	10 Gondola-poss empty	1 Steam, backing north 17 km/hr
Loparskaya 47.0					
	370	5	-	5 Passenger	2-unit Electric stopped at station
Kitsa 63.0					
	760	16	-	15 Gondola-loaded 1 Box	None
Taybola 78.0					
	1900*	38*	-	38 Gondola-poss loaded	*
	1000*	25*	-	5 Flat-empty 5 Box 15 Gondola-loaded	*
Pulozero 87.0					
	*	*	-	-	1 Steam, moving north 30 km/hr
Laplandiya 98.0					
	2000	45	5 Box	40 Box	None
Olenya Yards 113.0					
	1000	24	8 Box 3 Flat-empty	10 Box 1 Gondola-empty 1 Hopper-empty 1 Flat-empty	None

Table 2. Trains and Lines of Cars in Rail Yards in the Pechenga-Murmansk-Kandalaksha Area

Yards and Location (km)	Length (feet)	Total Cars	2-Axle Cars	4-Axle Cars	Locomotives
Olenya Yards 113.0 (cont'd)					
	1180	31	1 Flat-empty 2 Gondola-empty 4 Gondola-loaded 3 Box 5 Tank	3 Flat-empty 2 Gondola-empty 11 Box	None
	1850	48	2 Gondola-empty 3 Flat-empty 13 Box	11 Gondola-empty 3 Gondola-loaded 2 Flat-empty 1 Flat-loaded 13 Box	None
	900	20	2 Gondola-loaded 6 Box	1 Gondola-empty 2 Gondola-loaded 3 Flat-empty 6 Box	None
	860	22	2 Gondola-loaded 6 Flat-empty 5 Box	2 Gondola-loaded 4 Flat-empty 3 Box	None
	670	17	3 Flat-empty 1 Flat-loaded 5 Box	1 Flat-empty 7 Box	None
	1280	32	1 Gondola-empty 5 Flat-empty 7 Box	11 Gondola-empty 6 Flat-empty 2 Box	None
	*	0	0	0	1 Steam, stopped
25X1D	[redacted]	1	-	1 Hopper-empty	1 Electric moving south 21 km/hr
	745	17	1 Gondola-empty 1 Flat-empty 3 Box	1 Gondola-empty 5 Gondola-loaded 1 Flat-empty 5 Box	None

Table 2. Trains and Lines of Cars in Rail Yards in the Pechenga-Murmansk-Kandalaksha Area (cont'd)

Yards and Location (km)	Length (feet)	Total Cars	2- Axle Cars	4-Axle Cars	Locomotives
Kuna 131.0					
	1550	36	9 Box	27 Box	None
Imandra Yards 149.0					
	1340	35	16 Box	19 Box	None
	870	11	-	11 Passenger	2-Unit Electric stopped
	-	0	-	-	1 Electric-moving south 22 km/hr
	800	32	22 Gondola-prob empty 2 Box	-	None
	550	22	22 Gondola-prob loaded	-	None
Khibiny 169.0					
	570	21	13 Box	1 Flat empty	None
	1540	46	20 Box	26 Box	2-Unit Electric stopped
			Kola Junction-Pechenga Rail Line		
From Kola Junction					
Murmashi 12.5					
	350	9	4 Flat-empty 1 Box	2 Passenger 2 Box	None
	250	6	2 Box	4 Gondola-empty	None
	425	16	6 Gondola-loaded 10 Box	-	None
	375	12	12 Flat-loaded	-	None
	400	13	13 Flat-loaded	-	None

Table 2. Trains and Lines of Cars in Rail Yards in the Pechenga-Murmansk - Kandalaksha Area (cont'd)

Yards and Location (km)	Length (feet)	Total Cars	2-Axle Cars	4-Axle Cars	Locomotives
Holding Yard on Spur 15.0					
	300	8	-	8 Gondola-empty	None
	580	13	1 Gondola-empty 2 Box	9 Gondola-empty 1 Flat-empty	None
Holding Yard on Spur 16.3					
	425	14	4 Box 6 Gondola-loaded	1 Box 3 Gondola-empty	1 Steam, stopped
	250	9	5 Box	4 Tank	None
	550	14	4 Box	5 Flat-empty 4 Gondola-empty 1 Box	None
Ozero Peyve 39.0					
	440	*	-	-	*
Luostari Junction 133.0					
	550	16	8 Box	2 Gondola-empty 5 Box 1 Flat-empty	None
Holding Yard 148.0					
	880	26	5 Flat-empty 9 Box	10 Box 1 Gondola-loaded 1 Gondola-empty	None
	400	15	15 Gondola-loaded	-	None
	*	*	-	-	1 Steam, moving west 26 km/hr

Table 2. Trains and Lines of Cars in Rail Yards in the Pechenga-Murmansk-Kandalaksha Area

Yards and Location (km)	Length (feet)	Total Cars	2-Axle Cars	4-Axle Cars	Locomotives
			Luostari Junction -Nikel Rail Line		
From Luostari Junction					
Pechenga Airfield Spur 5,3					
	1600	33	-	1 Flat-empty 28 Box 2 Tank 2 Unidentified (65' between couplers)	None
Holding Siding 5.5					
	630	13	-	2 Hopper-empty 2 Box 5 Gondola-loaded 2 Gondola-empty 2 Flat-empty	1 Poss Steam
Holding Yard 14.0					
	380	9	-	9 Unidentified (poss special flat cars)	None
	620	*	-	Possibly Passenger	*
	350	8	-	4 Flat-empty 4 Flat-loaded	None
one train	195	6	3 Box	2 Box 1 Flat-empty	
	390	*	-	-	*
one train	220	7	-	7 Hopper-loaded	
	490	*	-	-	*
Storage Yard 15.8					
	520	*	-	-	*
	350	*	-	-	*
			Murmansk-Vayenga Rail Line		
From Murmansk Pass. Station					
Rosta 6.1					
	540	16	16 Flat-empty	-	None

Table 2. Trains and Lines of Cars in Rail Yards in Pechenga-Murmansk-Kandalaksha Area (cont'd)

Yards and Location (km)	Length (feet)	Total Cars	2-Axle Cars	4-Axle Cars	Locomotives
Rosta 6.1 (cont'd)					
	*	0	0	0	1 Steam, stopped
Vayenga 29.6					
	580	15	5 Gondola-loaded 2 Box	4 Gondola-loaded 4 Box	*
	700	15	1 Gondola-empty 1 Box	1 Gondola-empty 1 Flat-empty 11 Box	*
	680	16	5 Box	11 Box	*
	510	15	13 Flat-loaded 1 Box	1 Box	*
			Olenya-Olenya Mining Complex Rail Line		
From Olenya Pass. Station					
Holding Yard 2.5					
	1250	27	-	27 Gondola-empty	None
Holding Yard 5.5					
	1000	22	-	22 Gondola-poss empty	None
	750	18	-	18 Gondola-poss empty	None
	800	19	-	19 Gondola-poss loaded	2-Unit Poss Diesel Electric, stopped
	750	19	-	17 Hopper-empty 2 Hopper-loaded	None
			Olenya-Monchegorsk Rail Line		
From Olenya Pass Station					
Holding Yard 30.0					
	360	9	3*	6*	None
	400	15	15*	-	None

*Complete interpretation precluded by smoke, haze, cloud cover, shadow, poor resolution, or obliquity.

Table 3. Summary of Rail Cars in the Pechenga-Murmansk-Kandalaksha Area

HRA/JM-8/58

Yard or Section of Line	Flat Cars		Gondolas		Hoppers*	Box Cars		Tank Cars		Pass. Cars*	Total
	2-Axle	4-Axle	2-Axle	4-Axle	4-Axle	2-Axle	4-Axle	2-Axle	4-Axle	4-Axle	
Murmansk Yards	17	3	82	82	4	4	33	0	4	33	262
Murmansk to Kola	0	0	0	0	0	0	0	0	0	12	12
Kola Yards	24	18	2	18	0	67	100	0	0	0	229
Kola to Kitsa	0	3	45	61	0	20	14	0	3	17	163
Kitsa to Olenya	0	5	0	53	0	0	45	0	0	0	103
Olenya Yards	21	23	12	39	2	44	57	5	0	0	203
Olenya to Khibiny	0	1	44	0	0	60	79	0	0	11	195
Kola Junction to Ozero Peyve	29	6	13	28	0	28	4	0	4	2	114**
Ozero Peyve to Pechenga	5	1	15	4	0	17	15	0	0	0	57
Luostari Junction to Nikel	0	12	0	7	9	3	32	0	2	0	76***
Total on Main Lines	96	72	213	292	15	243	379	5	13	75	1,414
Murmansk to Vayenga	29	1	10	6	2	11	33	0	1	0	93
Olenya to Olenya Mining Complex	0	0	0	86	19	0	0	0	0	0	105
Olenya to Monchegorsk	0	0	0	0	0	7	7	0	0	0	38****
Total on Branch Lines	29	1	10	92	21	18	40	0	1	0	236
Grand Total	125	73	223	384	36	261	419	5	14	75	1,650

* No 2-axle cars present

** Excludes a 440-foot line of cars whose details were not discernible

*** Includes 11 4-axle unidentified cars. Excludes a 620-foot line of possible passenger cars, and four unidentified lines of cars, 390', 490', 520', and 350' in length.

**** Includes 18 2-axle and 6 4-axle unidentified cars.

Table 4. Summary of Open Cars in the Pechenga-Murmansk-Kandalaksha Area

Yard or Section of Line	Flat Cars				Gondolas				Hoppers			
	2-Axle		4-Axle		2-Axle		4-Axle		2-Axle		4-Axle	
	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded
Murmansk Yards	3	14	3	0	13	69	11	71	0	0	1	3
Murmansk to Kola	0	0	0	0	0	0	0	0	0	0	0	0
Kola Yards	23	1	11	7	2	0	18	0	0	0	0	0
Kola to Kitsa	0	0	0	3	2	43	0	61	0	0	0	0
Kitsa to Olenya	0	0	5	0	0	0	0	53	0	0	0	0
Olenya Yards	20	1	22	1	6	6	27	12	0	0	2	0
Olenya to Khibiny	0	0	1	0	22	22	0	0	0	0	0	0
Kola Junction to Ozero Peyve	4	25	6	0	1	12	28	0	0	0	0	0
Ozero Peyve to Pechenga	5	0	1	0	0	15	3	1	0	0	0	0
Luostari Junction to Nikel	0	0	8	4	0	0	2	5	0	0	2	7
Murmansk to Vayenga	16	13	1	0	1	9	1	5	0	0	1	1
Olenya to Olenya Mining Complex	0	0	0	0	0	0	67	19	0	0	17	2
Olenya to Monchegorsk	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	54	58	15	47	176	157	227	0	0	23	13

HTA/JM-8/58

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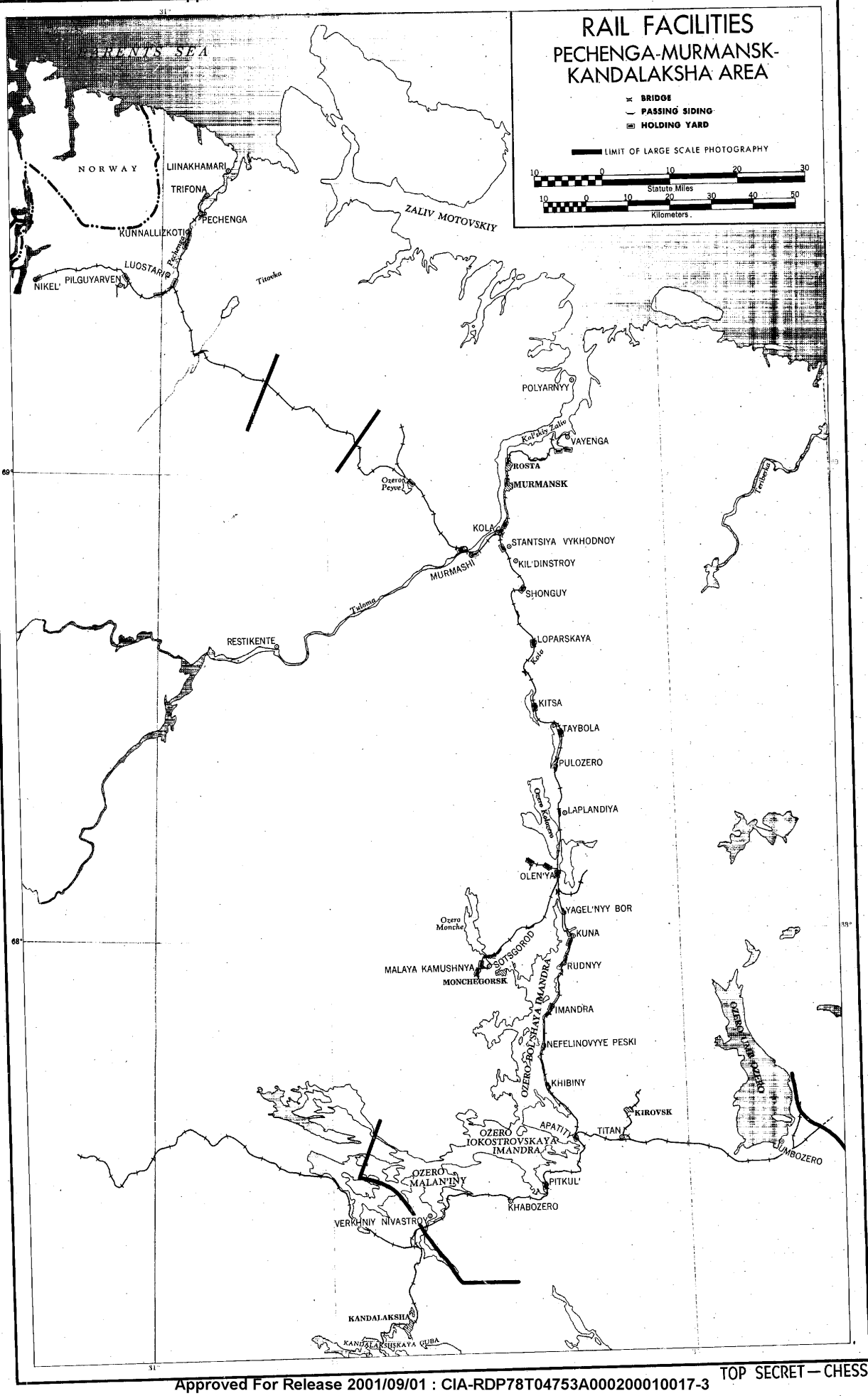
PHOTO DATA:

[redacted]

Pechenga, NR 35, 36-8, Dec. 1954
Ostrov Kil'din, NR 35, 36-9, June 1955
Murmansk, NR 35, 36-12, June 1955
Kandalaksha, NQ 35, 36-3, June 1955
Kirovsk, NQ 35, 36-4, June 1955

ATMP
0051-9999-1-2-4-7-13-14-25MA
0251-0013-10MA

USSR Railroad Stations, CIA/CR # 5, June 1956.



RAIL FACILITIES

MURMANSK, U.S.S.R.

(68° 58'N, 33° 05'E)

Date of Photography - [redacted]

25X1D

1000 0 1000 2000 FEET

0 1 KILOMETER